



Appendix E: Pertinent Correspondence
Attachment 2: Sponsor and Pilots

LAKE WORTH INLET
Palm Beach Harbor

Pilot Approval Letter and Associated Correspondence



Board of Commissioners

Blair J. Ciklin
Jean L. Enright
George E. Mastics
Edward R. Oppel
Wayne M. Richards

Executive Director

Manuel Almira, PPM®

January 22, 2014

COL Alan Dodd
Commander
USACE, Jacksonville District
701 San Marco Boulevard
Jacksonville, FL 32207

Dear Colonel Dodd:

The Port of Palm Beach continues to support the proposed Harbor Deepening and Widening project, as described in the Final Integrated Feasibility Report and Environmental Impact Statement. The Port supports the Recommended Plan, consisting of deepening and widening the channel with associated mitigation efforts. The Port understands the financial commitments as the non-Federal sponsor for design and construction of the project and associated items of local cooperation. It is the Port's intention to enter into a Design Agreement and a Project Partnership Agreement for the project when approved for implementation.

The Port of Palm Beach offers this letter of intent to fulfill the non-Federal responsibilities for possible implementation of the Recommended Plan. The Port is eager to proceed to the next phase of this project. This letter of intent is not intended to be legally binding, but rather our expression of intent to move forward expeditiously with the Project.

Sincerely,

Manuel Almira
Executive Director
Port of Palm Beach District



Gregory G. Turner
William G. Roden, Jr.

William D. Messer
Matthew L. Rigby
Reid Hansen

Palm Beach Harbor Pilots' Association

200 E. 13th Street, Suite B
Riviera Beach, Florida 33404-6946
Office (561) 845-2628 FAX (561) 845-2644
Email: PBPilots@aol.com

April 22nd, 2012

The Palm Beach Harbor Pilots have reviewed and approve Revised Plan 2 of the Army Corps of Engineer's Channel Improvement Plan. We feel the new plan will maximize ship size: length and beam, that can safely enter to the Port of Palm Beach. We also feel Revised Plan 2 will require the least amount of dredging and minimize the ecological impact to the Lake Worth Inlet and turning basin while providing maximum economic benefit.

Sincerely,

Captain Gregory G. Turner, President
Palm Beach Harbor Pilots' Association



DEPARTMENT OF THE ARMY
JACKSONVILLE DISTRICT CORPS OF ENGINEERS
P.O. BOX 4970
JACKSONVILLE, FLORIDA 32232-0019

FEB 13 2008

REPLY TO
ATTENTION OF

Planning Division
Plan Formulation Branch

Mr. Martin E. Murphy
The Murphy Construction Company
1615 Clarke Avenue
West Palm Beach, Florida 33401

Dear Mr. Murphy:

Thank you for your response to the December 6, 2007 Notice of Intent to prepare a Draft Environmental Impact Statement for Expansion of Lake Worth Inlet (Palm Beach Harbor), Florida. The Port is no longer considering expansion of their cruise terminal to the north.

Element E of the study was being considered for navigational reasons. The harbor pilots had identified conditions, particularly when a strong east wind occurred with Tropical vessels berthed along the marginal wharf approach that the northern extent of the basin during turning maneuvers was limiting. The alternative does not include expansion of the Port of Palm Beach to the north.

This study area has a low priority with both the pilots and the Port of Palm Beach and based upon further consideration is being removed from the study as an alternative. I would like to thank you for taking the time to attend the scoping meeting and providing input into this process. If you have any questions, please contact Samantha Brucker at (904) 232-1066.

Sincerely,

Marie G. Burns
Acting Chief, Planning Division

Copy Furnished:

Ms. Kathy Andress, Deputy Port Director, One East 11th Street, Ste. 400, Riviera Beach,
Florida 33404



DEPARTMENT OF THE ARMY
U.S. Army Corps of Engineers
WASHINGTON, D.C. 20314-1000

REPLY TO
ATTENTION OF:

CECW-PM (10-1-7a)

29 MAR 2001

MEMORANDUM FOR COMMANDER, SOUTH ATLANTIC DIVISION
ATTN: CESAD-CM-P

SUBJECT: Lake Worth Inlet (Palm Beach Harbor), Florida - Section 905(b) Analysis

1. Reference: E-mail Message from Mr. William H. Osborne, CESAD-CM-C, dated 16 March 2001, which forwarded the subject analysis to HQUSACE.
2. The subject analysis and letter of intent, which were provided as an attachment to the referenced message, are approved for proceeding into the feasibility phase of planning. The district should plan to convene an in-progress review meeting early in the feasibility study to ensure that the study is focused and tailored to meet specific objectives. Based on the results of the in-progress review meeting, the project study plan may need to be revised to better define depth of analysis required and/or refine study constraints.
3. Submission of the model feasibility cost sharing agreement is not required, provided no deviations are required.

FOR THE COMMANDER:

JAMES F. JOHNSON
Chief, Planning and Policy Division
Directorate of Civil Works



Gregory G. Turner
William G. Roden, Jr.

William D. Messer
Matthew L. Rigby

Palm Beach Harbor Pilots' Association

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Riviera Beach, Florida 33404-6946
Office (561) 845-2628 FAX (561) 845-2644
Email: PBPilots@aol.com
June 28, 2005

To: Vessel Operators, Ship's Agents and Port Officials

This letter is to help clarify our parameters as to what size, beam, and draft that vessels may transit the Port of Palm Beach. A synopsis of our guidelines is listed below; however, it is impossible to regulate each scenario. When a vessel is calling on the Port for the first time, the Pilots must be contacted before scheduling vessels that are either 550' LOA or greater, 85' or over in beam, or over 30' in draft. The Pilots should be contacted at least 72 hours prior to arrival for all other vessels calling on the Port for the first time to discuss any tug or docking requirements that may delay the vessel.

The maximum salt-water draft is 33'-00" for the Port of Palm Beach when the channel and turning basin are free from shoaling. During periods when shoaling is present, further restrictions beyond what is stated below might be applied to the draft, length, or beam.

Vessels 600' and over LOA will enter only during daylight hours.

Vessels 600' and over LOA or a beam of 90' or greater may have an additional draft restriction.

Vessels within 3 feet of maximum allowable draft are restricted to high water slack.

Single screw vessels 500' LOA or greater may be restricted to maneuvering during daylight slack water depending upon the draft of the vessel and the current weather conditions.

Single screw vessels must have at least 50' of clearance to adjacent vessels in the slip in order for the tugs to operate safely. All vessels may expect delays whenever this situation occurs.

Deep draft vessels over 600' should be advised that the west end of the South Slip (Slip #3) has a depth of 25' at MLW.

Vessels less than 550' LOA and 85' beam with 50 feet of clearance in the slip can be safely handled using the two local tugs under most weather conditions. When vessels exceed this size or when the weather deteriorates, we have found that it is necessary to order an outside tug and/or restrict the draft to improve the maneuvering of these vessels. Briefly, the reasons for this are; the low horsepower of the local tugs, the strength of the Gulf Stream at the mouth of the inlet, the width of the turn in the inner channel, and wind velocities that exceed 20 knots.

Single screw vessels will require a third tug if they exceed the following parameters:

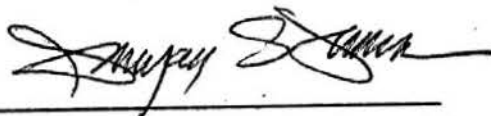
550' LOA or greater when there are adverse weather conditions
600' LOA or greater with drafts at 30' or greater
Inbound vessels with a LOA of 550' or greater and a draft over 32' or beam over 85' and a draft over 30'
A combination of LOA over 600' and a beam over 85' at any draft with 30' being the maximum

Vessels 500' LOA or greater may need a third tug when backing into a slip in a loaded condition. Twin-screw ships, and single screw vessels fitted with thrusters, may not have all of the restrictions that are listed above depending upon the handling characteristics of the vessel. The Pilots should be contacted regarding such vessels.

Additional recommendations for Oil Tankers and Barges:

It is recommended that vessels carrying oil transit during slack water for safety reasons. Flood tides should be avoided at all times. Certain vessels such as steam tankers may require 3 tugs. The maximum draft for oil is 32'-00" unless limited by the above parameters or shoaling.

It has been and will continue to be the Port's decision on what vessels will have priority and to which berths they will be assigned. We will continue to work with the staff at the Port of Palm Beach in order to fully utilize the Port. Please contact the Port and the Pilots for further information before considering vessels for charter within the parameters specified above. Guidelines for vessels entering the North Slip (located at the new Cruise Terminal) will be determined after all bottom surveys and simulator studies are complete.



Gregory G. Turner
President / Palm Beach Harbor Pilots